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been communicated with since it entered the ice of Barents Sea nearly two years ago, has returned from Europe after completing arrangements for the relief expedition. Mr. Champ purchased the Dundee sealer *Terra Nova*, which took part in the British expedition that brought Captain Scott's party home from the Antarctic regions. He also chartered the *Belgica*, well known for her work in the Antarctic.

The *Terra Nova* will sail from Norway about the second week in May, and simultaneously the *Belgica* will sail from Iceland. Both vessels will be bound for Franz Josef Land, which was to be the base of Fiala's operations. By choosing two routes of approach to that archipelago it is hoped that one of the vessels at least may get through, last year's relief party having been unable to make way through the pack-ice of Barents Sea.

PERSONAL.

Prof. Raphael Pumpelly was elected President of the Geological Society of America at its recent meeting in Philadelphia.

Sir John Murray has received the Count Lütke medal of the Russian Geographical Society; and has also been elected Honorary Member of the Geneva Geographical Society in place of the late Sir Henry M. Stanley.

Dr. George P. Merrill was elected President of the Geological Society of Washington and Waldemar Lindgren and A. H. Brooks Vice-Presidents, at the twelfth annual meeting of the Society.

Mr. A. Silva White, formerly Secretary of the Royal Scottish Geographical Society, has been appointed Assistant Secretary of the British Association.

Prof. Dr. Josef Partsch, of Breslau, will succeed the late Friedrich Ratzel as Professor of Geography at the University of Leipzig, beginning his duties in the summer semester of this year.

OBITUARY.

Dr. Alpheus S. Packard, Professor of Zoölogy and Geology at Brown University, died on February 14 at the age of sixty-six years. His writings were very numerous, especially in the field of entomology. Among his works of special interest to geographers were "The Mammoth Cave and its Inhabitants," "Observations on the Glacial Phenomena of Labrador and Maine," "A Naturalist on the Labrador Coast," and many geological papers.

NEW MAPS.

AMERICA.

UNITED STATES.—Geologic Atlas of the United States. No. 114. De Smet Folio. South Dakota, 1904.

In the central part of the State, on the east slope of James River Valley, extending between Latitudes 44° and 44° 30′ N. and Longitudes 97° 30′ and 98° W. Area about 857 square miles. Its features are chiefly those of subdued glacial topography, the basins being shallow and widely separated, the swells very low, and most of the surface covered with glacial deposits. The quadrangle contains no valuable mineral or coal deposits, no streams furnish water the year round, and the artesian supplies are apparently declining.

No. 116. Asheville Folio. North Carolina-Tennessee. 1904.

It extends between Longitudes 82° 30′ and 83° and Latitudes 35° 30′ and 36°, containing 968.70 square miles. The quadrangle is nearly all included in the mountain division of the Appalachian province. A bit of the northwest corner is in the Great Valley, and consists of low, rounded hills and shallow valleys; but nearly the whole quadrangle is occupied by mountain chains with broad plateaux and deep, narrow valleys. The drainage is mainly into the French Broad and Pigeon Rivers. Among the useful rocks are granite for building, abundant material for constructing roads, marble, and limestone suitable for making lime. The resources in water-power are very great.

UNITED STATES.—Alaska: Juneau Special Map. Topographic Sheet. Scale, 1:62,500, or 0.9 miles to an inch. Geological Survey, Washington, D. C., 1904.

This is interesting as one of the first detailed topographic sheets of any part of Alaska. These surveys are now being carried out at a number of the most important mining centres. As Juneau is one of the best-known mining regions, this map, giving its topography by contours, will be of special interest to many persons. The results of the Canadian Survey on the north and east are included on the sheet. They are not so detailed as those of our own Survey, as the contour interval in the Canadian area is 500 feet, but only 100 feet in the Alaskan area.

NEW YORK.—Map of the Hudson Valley between Hoosic River and Kinderhook Creek. Scale, 1:127,000, or 2 statute miles to an inch. Contour interval, 40 feet. By T. Nelson Dale. U. S. Geological Survey, Washington, 1904.

Illustrates *Bulletin* No. 242. "Geology of the Hudson Valley between the Hoosic and the Kinderhook." Five symbols to show geological formations. Fossil localities and chief outcrops indicated.

KANSAS.—Geologic Map of the Iola Quadrangle, Kansas. Showing location of oil and gas wells in September, 1903. Scale, 1:125,000, or 1.9 statute miles to an inch. Contour interval, 20 feet. U. S. Geological Survey, Washington, 1904.

Illustrates *Bulletin* No. 238. "Economic Geology of the Iola Quadrangle, Kansas." Fifteen symbols for rock formations; locations of oil wells, gas wells, and dry holes shown. The quadrangle is in the prairie region, and the rock formations are interstratified shales, sandstones, and limestones. There were 725 producing oil wells at the end of June, 1903. The gas-producing territory extends about nine miles east and west and 4 miles north and south in the Iola-Laharpe region, and has supplied much more gas than any other field in the State. Attracted by this cheap fuel, zinc-smelting companies erected large smelters in the Kansas gas fields, and more than one-half of the spelter produced in the United States is smelted by Kansas gas, much of it by smelters within the Iola Quadrangle.

PORTO RICO.—The Luquillo Forest Reserve. Scale, 1:190,080, or 3 statute miles to an inch. U. S. Department of Agriculture, Washington, 1905.

This forest reserve was set apart by Presidential proclamation on Jan. 17, 1903. The reserve is in the east part of Porto Rico, and covers a large portion of the Sierra de Luquillo, a mountain mass separated from the mountains of the rest of the island by the valley of the Rio Grande de Loiza, the largest river in Porto Rico. The reserve contains much land under cultivation, chiefly coffee farms. Less than 30 per cent. is Government land. The Federal forest land, 20,000 acres, is in almost a solid block. The purpose is to make good roads and to develop and conserve the timber resources, the idea being that the sales of charcoal, timber, and gum may ultimately make the reserve self-supporting.

WEST INDIES.—Carte Sismique de la Méditerranée Antillienne. Scale, 1:5,600,000, or 88.3 statute miles to an inch. Government of Mexico, City of Mexico, 1904.

The map appears in Vol. XIX, Nos. 11–12 of *Memorias y Revista* of the Scientific Society "Antonio Alzate." It illustrates a paper in French by Mr. F. de Montessus Ballore on the seismic-geological relations observed among the West Indian Islands. Isobaths show the depths of the surrounding waters, coast-lines on which seismic waves have been recorded are distinguished from other coasts, and the number of earthquake shocks on record at each centre of seismic disturbance is shown.

BOLIVIA.—Plano de la Ciudad de La Paz. Scale, 1:4,000, or .056 statute mile to an inch. Levantado por la Comision Topográfica, La Paz, 1902.

The scale is sufficiently large to show the outlines of the buildings. The positions of 55 of the public buildings, schools, hospitals, theatre, churches, etc., are noted.

EUROPE.

AUSTRIA-HUNGARY.—Eisenbahn- u. Postkarte von Oesterreich-Ungarn. Scale, 1:1,500,000, or 23.67 statute miles to an inch. Artaria & Co., Vienna, 1905. (Price, K. 2.20.)

The fifth edition of this standard railroad and postal guide of Austria-Hungary. It shows all railroads, steam or electric, wagon roads in the postal service, railroad stations, the distance between junction stations, and gives much other information required by travellers. Insets on larger scales show northwestern Bohemia, where railroad stations are closer together than in most other parts of the empire, and maps of Vienna, Prague, and Budapest, showing railroad depots and the suburban service. An index of 30 pp. makes it easy to find all railroad stations on the map.

BELGIUM.—Carte des chemins de fer, routes et voies navigables de la Belgique. Scale, 1:320,000, or 5 statute miles to an inch. Publiée par l'Institut Cartographique Militaire. Brussels, 1904.

Shows the political subdivisions by colours, railroads, canals, navigable and unnavigable streams, etc., up to date. The map is also ruled into squares indicating the limit of the sheets on the large scale, 1:20,000, Government map. This sheet is convenient to handle, and gives a large amount of information.

CYPRUS.—A Geological Map of Cyprus. Scale, 1:348,480, or 5.5 statute miles to an inch. Compiled by C. V. Bellamy. (With 16 pp. key.) Edward Stanford, London, 1905. (Price, 6s.)

Though intended primarily to illustrate the geology of Cyprus, it is also a superior map for general purposes. The nomenclature is full but not crowded, as the scale permits the use of many names. Carriage roads, bridle paths, monasteries, and ruins appear, and Christian villages are distinguished from Moslem villages. Many elevations are given in English feet.

Five colours show the distribution of geological formations. The oldest strata are the Trypanian* limestones, assigned to the Cretaceous Age, and the foundation on which the later rocks were laid down. These limestones apparently were a part of a land surface during most of the Eocene Period; then came the subsidence of this land, and it was covered by the sandstone shales that are referred to the latest part of the Eocene.

Above this second or Kythraean (named from Kythræa) series are the Oligocene marls, containing gypsum and alabaster, proving that the subsidence continued until the water was of great depth and deposits similar to modern oceanic oozes were formed.

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* Local definition, derived from Trypa Vouno, a summit of the Kyrenia Range.

An epoch of volcanic disturbance, accompanied by general upheaval, brought the subsidence to an end. The Pliocene strata of Cyprus rest unconformably upon the older rocks, and belong to the younger members of that series, so that here is indicated a second break in the geological history of the island. During this interval, and at a time corresponding with the early Pliocene stage, the igneous rocks appear to have emerged and the mountain ranges came into existence. Only their summits showed above the surface ; they were groups of islands, now the Troados Mountains on the south and the Kyrenia Hills on the north. Beneath the waters of the Pliocene Sea surrounding these islands the sandstones, conglomerates, and associated strata, all fruitful in fossil remains, were being deposited. Finally the receding waters revealed the island and introduced the Pleistocene Period. Later came high elevation and torrential floods, which were responsible for much of the land sculpture, and changed the physical aspect of the country into the condition in which it is now found.

IRELAND.—Bartholomew's "Quarter Inch to Mile" Map of Ireland. Scale, 1:253,440, or 4 statute miles to an inch. Roads revised by the Cyclists' Touring Club. The Edinburgh Geographical Institute, 1904. (Price, paper, 1s.; cloth, 2s. per sheet.)

The seven sheets of this map are among the latest products of Bartholomew's map house, and they will please all who appreciate good taste, clearness, and accuracy. They make a fine map of Ireland for any purpose, though specially intended for tourists. Roads are distinguished as main roads, secondary roads, and footpaths. The driving and cycling roads are shown in brown, and the land is coloured according to contours of elevation. Roads that are not coloured are not recommended to cyclists. Inns, hotels, fishing-streams, lakes, woods, forests, antiquities, etc., are also indicated.

SWEDEN.—Karta öfver Sveriges Jernvägar och med Statsbidrag byggde Landsvägar och Hamnar (Sheets 1 and 2). Scale, 1:1,000,000, or 15.7 statute miles to an inch. Contributions to Swedish Official Statistics, No. 32. Stockholm, 1904.

A map of the transportation routes of Sweden. It shows all the land and water-routes, including roads; marks the anchorages and the head of navigation on rivers, and indicates routes in operation, those that are being constructed, and projected lines. An inset on the larger scale of 1:700,000, or 11 statute miles to an inch, gives somewhat more detailed information of the extreme southern part of the country south of Engelholm. Sheet 2 shows the route of the Luleå-Ofoten-Fiord railroad, most of it north of the Arctic Circle, on a larger scale than in previous maps. It is to be regretted that in so finely-executed a map no topographic feature excepting hydrography is shown.

AFRICA.

SOUTH AFRICA.—Geological Survey of a portion of the Pretoria and Middelburg Districts. Scale, 1:148,920, or 2.3 statute miles to an inch. Geological Survey of the Transvaal. *Report* for 1903, Pretoria, 1904.

The *Report* which this map accompanies deals with the first year's work in the field by the Geological Survey as reorganized by the British. It was decided first to examine and map some line of country that would traverse a number of the more important formations and groups of rocks, so that the geological information obtained would be as varied as possible. The total area mapped during the season amounted to 1,138 square miles. This map of the larger part of the district surveyed shows geological formations in thirteen colours, together with the direction of dip of strata, boundaries of formations, fault-lines, glacial striæ, anticlinal axes, mines, etc.

SOUTH AFRICA.—Railway Map of South Africa. Scale, 1:3,864,960, or 61 statute miles to an inch. Published by authority by *South Africa*, London, 1905.

The latest railroad map of South Africa, showing railroads in operation, in construction or authorized, proposed railroads, coach-routes in connection with train service, carrier-routes in Rhodesia, and telegraph lines. All railroad stations are indicated, and there are eight insets of the leading ports, others of suburban lines at Cape Town, Pietermaritzburg, and Durban, and an inset of Africa showing the Cape to Cairo route. This route, however, north of Broken Hill, in Northeastern Rhodesia, is likely to be modified.

SOUTH AFRICA.—TRANSVAAL. Standard Map of the Witwatersrand Gold Fields. Scale, 1:40,000, or .6 statute mile to an inch. (3 sheets.) By Frank Flowers, C.E. George Philip & Son, Ltd., London, 1904. (Price, paper, £3, 3s.; cloth, in case, £4, 4s.)

Shows the reef outcrops, geological faults, gold properties, names of estate owners, water-rights, bore-holes, and gives other information concerning the part of Witwatersrand within range of the mining operations. Insets show parts of the mining districts on an enlarged scale, and also a plan of the mining and magisterial districts, given in detail on the three sheets. The map is well engraved, and is important for all who are practically interested in the mining region around Johannesburg.

ASIA.

RUSSIAN CENTRAL ASIA.—Übersichtskarte des Zentralen Tian-Schan zur Veranschaulichung der Reiserouten der Merzbacherschen Expedition in den Jahren 1902 u. 1903. Scale, 1:1,000,000, or 15.7 statute miles to an inch. Petermanns Mitteilungen, Ergänzungsheft, No. 149, Justus Perthes, Gotha, 1904.

The map shows the Tian Shan Ranges, between Longitudes 76° and 83° E. It is based upon the Russian 40-verst map, and gives the route surveys and other observations made by Dr. Gottfried Merzbacher's expedition. After seeing the Tian Shan mapped only on small atlas sheets, this comparatively large-scale map of the central part of the chain gives a vivid impression of the vast area covered by these snow-topped mountains, and of the enormous spread of glaciers on all sides of the high mountains and along the flanks of the chain. The map, however, is intended chiefly for the readers of Dr. Merzbacher's preliminary report, and another delineation of the mountains will take its place as soon as the explorer's surveys, determinations of heights, and geographical positions have been worked out, so that a definitive map may be made. With the map are two remarkable photographic panoramas obtained during the journey.

AUSTRALIA.

AUSTRALIA.—Geological Sketch Map of the Country in the Vicinity of Sydney. Scale, 2¼ statute miles to an inch. Prepared under the direction of E. F. Pittman, Government Geologist. Department of Mines and Agriculture, Sydney, 1904.

Illustrates a paper on some of the dykes and volcanic necks of the Sydney district appearing in *Records* of the Geological Survey of New South Wales, Vol. II., Part 4. Geological formations, and positions of dykes and other volcanic phenomena are shown in colours.